









In the olden days the Press was more or less gagged. Now a newspaper can publish what it pleases, subject to taking the legal consequences of any libel which it may contain.

As regards, therefore, the second Defendant, if you find that he was the printer and publisher of this libel, and assess the damages there can be no doubt of his liability.

Passing to the case of the first Defendant, it has been argued that although he is one of the proprietors of the paper, yet that having entered into a contract with the second Defendant, which it is alleged makes the second Defendant lessee of the paper, on payment of an annual sum of \$2,000 to the proprietors, the first Defendant cannot be held civilly liable for any libel appearing in the paper. The document has been put in evidence and it will be for you to judge whether it is a genuine and bona fide document. Assuming that it is, it remains for me to lay down my view of the law in the circumstances. Lord Kenyon, in the case of Rex v. Walter, 3 Espinasse's Reports, 221, said, "he was clearly of opinion that the proprietor of a newspaper was answerable criminally as well as civilly for the acts of his servants or agents for misconduct in conducting a newspaper."

So far as civil liability no alteration has been made in the law from that relieving a proprietor from such a liability. Then Lord Tenterden, in Rex v. Gutch and others, in 1829, reported in 1 Moody and Malkin's Reports, p. 433 adopts at p. 437 the same view and says it is conformable to principle and common sense. "Surely," says he, "a person who derives profit from and who furnishes means for carrying on the concern and entrusts the publication to one whom he selects and in whom he confides, may be said to cause to be published what actually appears although you cannot show that he was individually concerned in the particular publication. It would be exceedingly dangerous to hold otherwise, for then an irresponsible person might be put forward and the person really producing the publication and without whom it would not be published might remain behind and escape altogether. In the present case the first Defendant is admitted to be one of the proprietors, and I cannot hold that because he and his partners to whom the paper belonged long before this arrangement with the second Defendant received a fixed revenue of 2,000 dollars, from year to year, according to the earnings of the paper, therefore, he is absolved from all civil liabilities for any libels inserted in the paper. What is the second Defendant but the agent of the first Defendant to carry on and keep alive the proprietor's newspaper? The proprietors can get rid of the second Defendant if they do not approve of his conduct of their paper. The letting is for no fixed number of years even. The payment of 2,000 dollars is for the year, but no time is fixed for the duration of the agreement, which indeed is not even signed by the first Defendant or his co-proprietors but only by the second Defendant. To hold that an arrangement of that kind can absolve the proprietors from civil liability would open a most dangerous door to putting forward irresponsible persons as so-called lessees, while the real proprietors are deriving profits whether fixed or otherwise from the paper itself.

I hold, therefore, in point of law the arrangement in question does not absolve the first Defendant from his civil liability for any libel in the paper. Will you, therefore, Gentlemen, find such verdict as you think right with regard to the first and also to the second Defendant, and assess such damages as you think right and proper in all the circumstances of the case, taking with you the papers which have been given in evidence in the case.

The jury retired and in a few minutes returned into Court and gave a verdict for the Plaintiff against both Defendants for \$1,370.

On Mr. Slade's application Judgment with costs was therefore entered for the Plaintiff.

Through the condensation necessary in all reports of lengthy cases, there was some obscurity in a paragraph of our yesterday's issue, regarding this case.

Some of our readers might have been led to believe that the present Italian Consul or his Chinese despatch writer (interpreter) was the author of the article complained of by Mr. Nerveghia. Of course this was not the case. There were two Chinese letters mentioned during the proceedings, one from Canton attacking Mr. Nerveghia, which brought on the case, and another taken to the *Tsun Wan Tat* by the Chinese writer of the Italian Consulate containing a rectification of the mis-statements of the former.

## DESCRIPTION OF METHUEN'S BATTLE.

DESPERATE FIGHTING.

The special correspondent of the *Daily News* says that with the exception of those left to guard the Modder River Camp, the whole force was moved forward, and the attack was opened at 3:20 a.m. this (Monday) morning by the Highland Brigade. In front were the Seaforth Highlanders, the Argylls (1st Battalion Argyll and Sutherland), the Black Watch (2nd Battalion Royal Highlanders, with the Gordons and the Highland Light Infantry in support. The men marched in quarter column. The Highlanders had reached within two hundred yards of the Boer trenches, when a deadly fire was opened on the front and right flank. Here about two hundred of the men were mowed down, and those leading were forced to retire.

THE GUNS TO THE RESCUE.

The reserve was then brought up, but also failed to carry the kopje, and the right flank was thus in serious jeopardy. The guns, however, dashed up to the rescue, and protected by their fire, our shattered force was able to retire. Our 47 inch naval gun opened on the enemy at 6 a.m. When our right flank was threatened, two squadrons of the 12th Lancers were dismounted and skirmished through some bushy country, clearing and holding it till the afternoon. Our terrific artillery fire provoked no response, except from the enemy's rifles.

A SECOND UNSUCCESSFUL ATTEMPT TO STORM THE TRENCHES.

All our efforts to carry the position having failed, the action at mid-day sank into a desultory artillery fire, with the exception of some sharp skirmishing on the right flank. At 3:45 p.m. the Highlanders formed up to renew the attack on the entrenched kopje, but the Boers, who had made no use of their artillery during the whole day, opened on them as they advanced, with a heavy shrapnel fire. The Boers were immediately forced to retire again, and the fight between the guns continued.

The losses on both sides have been very severe. Many Boers were killed in the trenches and wire entanglements.

of barbed wire. It was evident they feared our storming and bayonet attack.

## THE EFFECT OF LYDDITE.

The Boers employed only one gun until sunset, when a few rounds were fired from four guns. Poor prisoners report that one Lyddite shell fell among forty men, and only five escaped unhurt. Others burst in the larger, causing its complete destruction. The battle was very like the Modder River one, the Boers and the trenches in each case being both invisible.

The Boers are in still larger force than at the Modder out numbering us by almost three to one. Transvaalers are apparently in domination, the council of the force, though in a minority.

## THE ARTILLERY PREPARATIONS.

The special correspondent of the *Standard* asserts that no precaution could be dictated by prudence had been overlooked. On Saturday the kopjes occupied by the Boers were heavily shelled by the Naval Brigade, and on Sunday the howitzer battery and others, with the naval 47 gun, poured a hot fire into the enemy's larger and kopjes. The latter operation was planned in the way best calculated to demoralize the enemy. The naval gun was posted to the west of the railway and the batteries to the east, with the Northamptonshire Regiment, the Yorkshire Light Infantry, and the cavalry in support. The whole of the artillery shelled the position, almost without intermission, until night, the howitzers and the naval gun using Lyddite with destructive effect. The enemy, however, made but a feeble attempt to reply with the twelve guns at their disposal.

## A MIDNIGHT MOVEMENT.

At midnight on Sunday, the Highland Brigade, under Major-General Wauchope, consisting of the 1st Highland Light Infantry, the 1st Argyll and Sutherland Highlanders, the 2nd Royal Highlanders, and the 2nd Seaforth Highlanders, were ordered to move on the enemy's position. They were led thither by guides, through a night the darkness of which was intensified by a heavy rainfall.

## THE HIGHLANDERS SURPRISED IN THE DARKNESS.

At twenty minutes past three, while they were still in quarter column, they encountered a terrific fire from the trenches at the base of the kopjes in the occupation of the Boers. Although it was not yet daylight, the enemy's volleys did tremendous execution at a point-blank range of 300 yards.

## THE LOSS OF THE BLACK WATCH.

The Brigade was compelled to fall back, after suffering heavy loss. The old 42nd (Black Watch) could, on reforming, muster only 160 men.

## BOERS' DESTRUCTIVE RIFLE FIRE.

Nothing more could be done until the rest of the main body had come up. Then, at day-break, the artillery, consisting of 31 guns, began a bombardment which lasted throughout the day, the howitzers as before, throwing their shells, while the enemy made no attempt to reply with their guns until the evening, when a few shells were sent among the troops. But though their artillery was virtually silent, their rifle fire was so persistent, concentrated, and well aimed that it was absolutely impossible for our infantry to take their position by assault.

## THE ENEMY PRACTICALLY INVISIBLE.

A detachment of Boers, posted among some thick bushes to the east, kept up a most destructive fire on our right, and with that remarkable talent for taking cover which they have displayed throughout, the enemy were, generally speaking, practically invisible.

## GORDONS SENT FORWARD.

In the course of the forenoon, the 1st Battalion of the Gordons Highlanders were sent to the front by Lord Methuen, and advanced with the utmost gallantry to attack the enemy's centre, close to the place where lay their dead and wounded comrades of the Highland Brigade. It was, however, physically impossible even for the troops to take the enemy's trenches. The Boers had fired recourse to barbed wire entanglements, which offered sufficient obstacles even after the damage inflicted by the fire of our Artillery.

This (Tuesday) morning both sides occupy the positions they held before the fight. A special word of commendation is due to the Argylls, who had the hardest work to do, and did it in a manner worthy of their best traditions.

## HUNDREDS OF DEAD AND DYING LEFT ON THE VELD.

The Times correspondent says that the Highland Brigade, under General Wauchope, marched in quarter column to within 150 yards of the Boer trenches. They were beginning to extend when the enemy poured a terrific fire into them, and the entire brigade, after attempting a charge which failed, retreated, leaving hundreds on the veld. Had not the Boer shooting been high, our loss would have been heavier.

As soon as there was sufficient daylight, a continuous and concentrated artillery fire was directed on the trenches. Lyddite being used with tremendous effect. In the afternoon the Gordons advanced within 150 yards of the enemy, opening a hot fire from the entire line.

## TERRIBLE LYNCHING OUTRAGE.

A KENTUCKY NEGRO ROASTED TO DEATH.

An exceptionally terrible lynching outrage was committed on Tuesday evening at the town of Maysfield, Kentucky. The victim was a negro named Coleman, who had been arrested. A mob, numbering quite a thousand white men, attacked the gaol, overpowered the guard, and dragged out Coleman from his cell. They carried the wretched negro to the outskirts of the town, tied him to a sapling, piled faggots around him, tortured him in a most disgusting and shocking fashion, and then roasted him to death. No arrests have been made.

## AN OFFICER POISONED AT POONA.

A young Civil Engineer has died from prussic acid poisoning at the Thompson Civil Engineering College, Poona. Mr. Cyril V. E. Pringle, at a dinner the other week partook with a number of other diners, of some tinned salmon, and the following day several gentlemen were taken suddenly ill. Mr. Pringle among them. The others recovered, but notwithstanding the assiduous care of Major Dawson, the Civil Surgeon, Major O'Sullivan, the army medical officer, Assistant Surgeon Thompson of the College, and Assistant Surgeon Fraser of the Army Hospital, Mr. Pringle after rallying once or twice succumbed on Friday night. The deceased was buried on Friday in the Union lock, being borne to the cemetery on an artillery gun carriage. Colonel Gilchrist, R.E., the Principal, all the other R.E. Officers, and the whole of the College Staff with the students Civil and Military attended the funeral. The Engineering College, Workshops, Foundries, Office, &c., were closed as a mark of respect to the deceased, who was a very popular and promising young officer of exceptional ability. He was only 20 years of age.

## MORE LETTERS FROM THE FRONT.

LITTLE MEN PICTURES OF THE WAR SENT BY "TOMMY" TO HIS FRIENDS.

A private in the 1st King's Royal Rifle writes, after the battle of Elands Laagte, to a friend at Preston: "I must give a word of praise to the cavalry, who performed the finishing stroke. I tell you it was a great, but a terrible sight to see those horsemen hew their way through the Boers with their swords. Three times they rode right through the Boers, hacking, cutting, slashing. We had suffered pretty severely, and I suppose we got our backs up a bit. Anyhow, we got even with Joubert's men."

"Dear—, it's very terrible, is this war," the letter proceeds. "I saw several Boers whose heads had been cut right off by our cavalrymen's swords. It is ghastly, isn't it? But it's the plain truth. Some of the Boers had died in praying attitudes. Many, I was told by a friend in the 5th Lancers flung down their arms as soon as they saw the flash of the lances, and clapping their hands above their heads begged for mercy. But they had shown no mercy to our men; so, if I'm spared, I will tell you some incidents of how the Boers behaved to our men—killing and hammering our wounded as they lay on the field—and this was our revenge."

"Do you know what I should like more than anything else?" this interesting letter continues. "Well, that's a good view in a hot bath. And, oh, how nice it will be to sleep in a bed again."

A pathetic incident at Elands Laagte is described in a letter from one of the heavier companies: "We were out looking after the wounded at night when the fight was over, when I came across an old, white-haired Boer. He was lying behind a bit of rock supporting himself on his elbows. I was a bit wary of the old fellow at first. Some of these wounded Boers, we've found, are snakes in the grass. You go up to them with the best intentions, and the next thing you know is that the man you were going to succour is blazing at you with his gun."

"So," the letter goes on, "I kept my eye on the old chap. But when I got nearer I saw that he was too far gone to raise his gun. He was gasping hard for breath, and I saw he was not long for this world. He motioned to me that he wanted to speak, and I bent over him. He asked me to go and find his son—a boy of thirteen who had been fighting by his side when he fell. I did as he asked me," continues the writer, "and under a heap of wounded I found the poor lad, stone dead, and I carried him back to his father. Well, you know I'm not a chicken-hearted sort of a fellow. I have seen a bit of fighting in my time, and that sort of thing knocks all the softness out of a chap."

"But," this correspondent confesses, "I had to turn away when that old Boer saw his dead lad. He hugged the body to him and moaned over it—and earned—in a way—that fetched a big lump in my throat. Until that very moment I never thought how horrible war is. I never wanted to see another shot fired. And when I looked round again the old Boer was dead, clasping the cold hand of his dead boy. I haven't got that tobacco—promised to send me. I shall have a good English smoke before Christmas. I found a little bag of Cape tobacco last night that some Boer had dropped as he was running away. But it doesn't taste like the stuff at home."

Trooper Carleton Hill, one of the Cornish members of Thornycroft's Mounted Infantry, writing to some relatives at the Lizard, under date November 3, says: "Natal is in a shocking state owing to the scarcity of troops. The Governor was compelled to call for volunteers to protect the capital, happily meeting with a ready response. All the Uitlanders who were able joined willingly. We felt it only our duty after witnessing the disgraceful cowardice of the Boers and their shamefully cruel and heartless behaviour to helpless women and children on the way here from Johannesburg."

"The Boers," the letter adds, "refused them even a drop of cold water to drink when children were dying for the need of it. They will get a warm reception if they come to Maritzburg. It is well fortified with plenty of guns; but before that we are passing under General Buller. I trust we shall all live to march back to Johannesburg soon under the British flag. This is the ambition of us all."

A private in the Dublin Fusiliers in a letter home describes an amusing incident at Glencoe. A comrade of his was removing forage from the camp at Glencoe when a shell banged into the ground five yards off him. Without troubling to look up from his job the Fusilier ejaculated: "Ach! go to blazes with yer!"

The postmaster of Dundee says in a letter that at Glencoe: "our own shells killed a number of our own men as they were climbing up the hill—Kington Times."

LETTER FROM A WOUNDED GORDON.

The following letter has been received in Perth from Private John Henderson, 2nd Gordon Highlanders, of date 21st November. It is addressed from Wynberg Hospital to his brother: "I am glad to say that by the time this letter reaches you I expect to be discharged from hospital, so that you will see my word is rapidly healing. The only thing I am afraid of is that I will not get back to my regiment until the war is over, worse luck. I got a slight wound on the neck from a shell, but it was not much and is now all right. My arm was the worst. I am mostly interested as to how we are to get back to our regiment, seeing they are cut off at Ladysmith and we at Wynberg. I have no doubt you would receive full details of Elands Laagte from the newspapers. General Buller has put on a severe censorship on all news, and quite right too, as the Boers know a lot more than they should. The Boers fight well, and their artillery shoot well, but their rifle shooting is bad. They are not the shots they were supposed to be. Men armed as they were, ought to have knocked off every one of us; but they shoot wretchedly, and when it came to close quarters they had no heart to fight. The Hollanders were the first to turn and run, then the Irish, then the Dutch, and what was left of the German gunners stuck to their guns to the last and were taken prisoners. The treachery of the Boers is very bad. At Elands Laagte, just as the victory was ours, they hoisted the white flag, and as soon as our force advanced out of their cover they opened fire, and many a brave soldier bit the dust. I was one of the many then hit. Before the fight was won I got round the right flank, and as I was nearly got round the right flank of the remainder I came on the Boers napping at a range of 20 to 30 yards, and as they could not get cover and could not readily see me, they were wondering where the shots were coming from with such telling effect. There were five of them on that kopje and one of them got away. About two minutes after I was in the Boer camp, and it was there that I got wounded. I was firing at the Boers retiring when I saw the white flag hoisted, and it was then that our fellows showed 'em the red flag with disastrous effect. It was a hard day's fighting. Altogether, we were about six hours under a terrible fire, and I was

just congratulating myself on getting off Scot free when I was bowled over."

## LETTER FROM DE AAR.

The following letter received in Stirling from a lady in De Aar may be of interest: "November 13th. We are in the midst of war alarms. On Saturday, martial law proclaimed in De Aar, which personally makes very little difference, save having to get up after six o'clock. We are not allowed out later than 9:30. We have the Army Medical Corps and the Volunteer Corps pitched at our back gate; then just alongside the house the Remount Staff and Army Service Corps, containing some hundreds of mules and horses; and a little further still, the corps of 700 or 800 Cape Boys and pondecripts required in the remount service. Just in front of us, twenty yards away is the stores depot, with 30,000 tons of stuff already here, and all the Berkshire Regiment and Ordnance Department. We are, or rather were, surrounded by the veldt on three sides. On the fourth side, we have the hospital place, yards away and now this is the only clear space, beside the Medical Corps, at the back, we have a redoubt thirty yards away. The line from Cape Town runs just close to the front gate, and right against it are the stores and sheds and marquees. We have all the kopjes around fortified. I think we have seventeen guns. It is pretty to see the Royal Horse Artillery exercising this morning and the Mounted York Infantry. Last Thursday the troops at Nauwpoort had orders to retire on De Aar, and all their gun stores, horses, and men were in De Aar within twelve hours of the order. It is here that the Boers were rather a valuable force for hours by rail. It was rather a valuable place to give up, but the Boers had crossed the boundary at Norval's Point, two hours away from Nauwpoort. My husband is doing what he can in the way of inspecting. He is in a horrid disaffected district just now, that of Richmond, but wined today that he was safe, and would probably return this week. Six of the railway schools have had to close on account of the Boers taking the place, as Modder River and Norval's Point and part being new buildings, with good sanitation, they have been turned into hospitals. De Aar school is one of the latter. We are quite prepared for an attack and feel confident of our own. General Wood has just made this his headquarters, and the talk is that the western column is to be made up here. Anyway, we are to have 10,000 troops."—*Scotsman*.

## SHIPPING REPORTS.

Captain W. S. Stalker, of the steamship *Kwangsang*, from Wuhu, reports: "Fresh N.E. wind and rough sea throughout."

Captain Mackenzie, of the steamship *Kawling*, from Wuhu, reports: "Light southerly winds from Yangtze to Hieshan's, from Hieshan's to port strong monsoon, high sea and dull cloudy weather."

Captain W. Jamieson, of the steamship *Chi-yueh*, from Shanghai, 24th Swatow, reports: "Light winds and calm with fine weather to Chapel Island, from Chapel Island to Swatow strong monsoon with misty weather and fog, from Swatow to port fresh monsoon and fine weather."

Captain S. Gibson, of the steamship *Hailong*, from Coast Ports, reports: "Tamsui to Amoy light northerly winds, smooth sea and variable weather. Amoy to Lamocks light variable winds and weather. Lamocks to Swatow strong N.E. wind and dense fog. Swatow to Hongkong strong easterly winds, high sea, dull and overcast. Vessels in Amoy on the 23rd inst.: Two Japanese and a German war vessels. In Swatow on the 25th—*Chefoo*, Dr. Hans Jurg Kier, and *Hainan*.

## NOTANDA.

### CALENDAR.

#### JANUARY.

Meteorological mean based on fifteen years' observations to 1898.

Barometer..... 30.159  
Thermometer..... 59.7  
Humidity..... 74  
Rainfall..... 1.545

#### TO-DAY.

#### WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.  
Barometer..... 30.28 30.21  
Temperature..... 60 57  
Humidity..... 76 81  
Rainfall.....

#### TO-DAY.

Friday, 26th January, 1900.

Chinese—27th of 12th moon of 25th year of Kwang-si.

Sun—Rises..... 6hr. 43min.  
Sets..... 5hr. 42min.  
High water—Morning..... 5hr. 13min.  
Afternoon..... 4hr. 14min.  
Low water—Morning..... 5hr. 02min.  
Afternoon..... none

#### ANNIVERSARIES.

1806—William Pitt died.

1834—Lord Napier, W. H. C. Plowden and J. F. Davis appointed Superintendents of the Trade of British Subjects in China.

1841—Hongkong formally taken possession of by Sir J. J. Gordon Baker.

1865—Convicts forbidden to be sent to Australia.

1881—British repulse at Laing's Neck.

1885—General Gordon killed.

1887—The C. N. Co's steamer *Hungchow* ran ashore on Tsing Sen, near Amoy, two natives drowned; the vessel finally got off.

1892—Argyll and Sutherland Highlanders left Hongkong.

1896—Salt junk seized by Chinese Customs in Hongkong waters.

#### TO-MORROW.

Saturday, 27th January, 1900.

Chinese—27th of 12th moon of 25th year of Kwang-si.

Sun—Rises..... 6hr. 43min.  
Sets..... 5hr. 43min.  
Moon—Max. Dec. 8 6hr. 42min.  
No Inferior high nor low water.  
High water—Morning..... 5hr. 17min.  
Afternoon..... none  
Low water—Morning..... 5hr. 45min.  
Afternoon..... none

#### ANNIVERSARIES.

1847—The Corn and Navigation Laws suspended.

1859—William II. (German Emperor) born.

1875—Establishment of Amoy Chamber of Commerce.

1883—British steamer *Carisbrooke* burned and scuttled in Hongkong harbour.

#### AGENDA.

##### TO-DAY.

8.30 for 9 p.m.—Regular meeting of the Victoria Preceptory.

NO-MORROW.

1. C. N. S. steamer *Chiyueh* leaves for Singapore &c.

(About)—P. & O. steamer *Bombay* leaves for London.

Noon—T. K. K. steamer *America* leaves for San Francisco.

Noon—E. & A. steamer *Eastern* leaves for Sydney and Melbourne.

2.30 p.m.—Auction Sale of Chinese and Japanese curios by Hughes and Hough, at their sales rooms, Ice House Street.

4 p.m.—Football—Shield—Tie—R.E. v. H. Coy R.A.F.

9 p.m.—Concert in aid of the "Missus and Kids" Fund at Victoria Recreation Club.

8.45 p.m.—Meeting of members of Institute of Engineers and Ship-builders of Hongkong to hear report and statement of accounts, at their rooms.

#### SUNDAY, 28th.

N. P. H. A. steamer *Hiltenberg* leaves for Havre and Hamburg.

#### MONDAY, 29th.

3 p.m.—1. C. N. S. steamer *Yuen-sang* leaves for Manila.

3.15 and 3.30 p.m.—Auction sales of Crown lands at P.W.D. Offices.

4.30 p.m.—Football—H.K.F.C. v. H.M.S. Centurion.

5.15 p.m.—Lecture in City Hall.

8.30 for 9 p.m.—Regular meeting of the Eothen Mark Lodge.

Shell line steamer *Ceylon* leaves for Rotterdam and London.

TUESDAY, 30th.

S.S. *Tacoma* leaves for Victoria B.C.

#### WEDNESDAY, 31st.

Chinese New Year.

10 a.m. 3 p.m.—Volunteer firing from North Point Battery.

4.30 p.m.—Football—H.K.F.C. (A) v. H.M.S. *Faure* and *Whiting*.

#### THURSDAY, 1st.

S. T. steamer *Queen Eleanor* leaves for New York Cape ex *Olenburg* subject to rent.

3 p.m.—67th Ordinary half-yearly meeting of the Hongkong, Canton and Macao Steamship Co. Ltd., at 18, Bank Buildings.

## SHIPPING AND MAIL NEWS.

### MAILS DUE.

French (*Laos*) 28th inst.

English (*Chusan*) 30th inst.

American (*Gulic*) 3rd prox.

American (*Hongkong*) 13th prox.

American (*Algoa*) 20th prox.

The N. P. S. Co's steamer *Saint Louis* has arrived at Yokohama and sailed for Tacoma on the 25th inst.

The Pacific Mail chartered steamer *Algoa* with mails &c. left San Francisco for this port via Japan Ports, on the 22nd inst.

The N. V. K's steamer *Kagoshima Maru* (Bombay line) left Kobe, via Moji for this port on the 24th inst. and is expected to arrive here on the 31st inst.

The steamer *Tecumseh* from Glasgow and Liverpool left Singapore for this port on Thursday 25th inst. afternoon and may be expected here on or about the 31st inst.

The O. & O. S. Co's steamer *Gulic* with mails &c. from San Francisco to the 6th inst., via Honolulu, has arrived at Yokohama, and will leave for this port to-morrow morning, via Inland Sea, Kobe, Nagasaki and Shanghai.

### HONGKONG AND WHAMPOA DOCK RETURNS.

*Isla de Cuba*..... at Kowloon Dock.

*Isla de Japon*..... " " "

*H.M.S. *Derwent**..... " " "

*U.S.S. *Monadnock**



## Intimations.

HONGKONG, CANTON AND MACAO,  
STEAMBOAT COMPANY,  
LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SIXTY-SEVENTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on THURSDAY, the 1st February, at 3 P.M. for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th January to the 1st February inclusive.

By Order of the Board of Directors,  
T. ARNOLD,  
Secretary.

Hongkong, 16th January, 1900. [68b]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICE, Victoria Buildings, on TUESDAY, the 6th February, 1900, at NOON, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED on SATURDAY, the 27th January, to TUESDAY, the 6th February, (both days inclusive) during which period NO Transfer of Shares can be registered.

By order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

The Hongkong Land Investment and Agency Co., Limited,

The Kowloon Land and Building Company, Limited.

Hongkong, 16th January, 1900. [70b]

HONGKONG ICE COMPANY, LIMITED.

THE NINETEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the OFFICE of the Company, Pedder Street, at NOON, on WEDNESDAY, the 7th of February, to receive a Statement of the Company's Account to the 31st December, 1899, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th instant to the 7th February, both days inclusive.

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 24th January, 1900. [108b]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation, will be held at the CITY HALL, Hongkong, on SATURDAY, the 17th day of February, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1899.

By order of the Court of Directors,  
T. JACKSON,  
Chief Manager.

Hongkong, 24th January, 1900. [105b]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Registers of Shares of the Corporation will be CLOSED on SATURDAY, the 3rd to the 17th day of February, (both days inclusive), during which period NO Transfer of Shares can be registered.

By order of the Court of Directors,  
T. JACKSON,  
Chief Manager.

Hongkong, 24th January, 1900. [106b]

## For Sale.

## CHEAP SALE.

A PIANO equal to New, on Board H.L.G.M.S. *Hertha*.

For Particular, apply to  
EDM. JOHANNSEN,  
Dundell Street, No. 2.

Hongkong, 23rd January, 1900. [99b]

## Masonic.



EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on MONDAY, the 29th instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd January, 1900. [97b]

ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 1st February, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 24th January, 1900. [102b]

## Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

## NOTICE.

THE Undermentioned Vessels will sail from CHINA DIRECT

MARSEILLES, PLYMOUTH AND LONDON.

WITHOUT TRANSHIPMENT.

LEAVE.

STEAMERS.

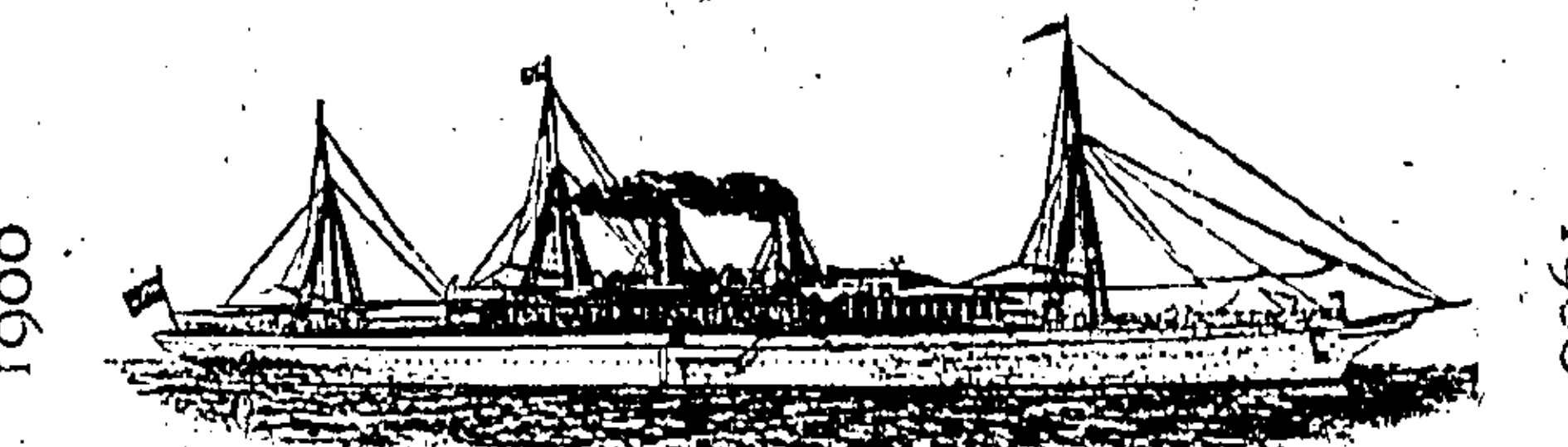
Paranaita, 4866 Mar. 27 Mar. 31 April 6

Massilia, 5026 April 10 April 14 April 20

For Freight or Passage, apply to  
H. A. RITCHIE,  
Superintendent, Hongkong.

4th December, 1899. [32]

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons 10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 14th February.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 14th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 4th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Pedder Street.

Hongkong, 17th January, 1900. [3]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Tacoma... 12,811 A. Dixon... Jan. 30

Albion... 3,750 R. D. Jones... Feb. 10

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Aberdeen... 3,777 J. Murray... Feb. 5

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or., whichever may be the destination of the Steamer.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to  
DODWELL & CO., LIMITED,  
General Agents.

Hongkong, 23rd January, 1900. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carmarthenshire... 2,929 about Feb. 10

Belgian King... 3,379 about Feb. 21

Thyra... 3,406 about Mar. 6

Lady Joyce... 3,406 about Mar. 31

THE Steamship

"CARMARTHENSIRE" will be despatched for SAN DIEGO and SAN FRANCISCO, via KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 10th February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, China and Japan.

Hongkong, 22nd January, 1900. [28]

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 22nd January, 1900. [2]

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 22nd January, 1900. [2]

## Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

HAKUJI MARU... AMOI, SHANGHAI and KOBE... THURSDAY, 1st Feb., at Daylight.

KAGOSHIMA MARU... BOMBAY, via SINGAPORE and COLOMBO... FRIDAY, 2nd Feb., at Noon.

HITACHI MARU... MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID... FRIDAY, 9th Feb., at Daylight.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 22nd January, 1900. [6]

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

(Freight Service.) (Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

WITTENBERG... HAVRE and HAMBURG... 28th January, at Daylight. Freight.

HOLSATIA... HAVRE and HAMBURG... About 8th February. Freight.

BABEISBERG... HAVRE and HAMBURG... About 15th February. Freight and Passage.

WESTPHALIA... HAVRE and HAMBURG... About 27th February. Freight.

ASTORIA... NEW YORK... About 15th March. Freight.

Hildebrandt... (via SUEZ CANAL.)

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to  
CARLOWITZ & Co.,  
Agents.

TOYO KISEN KAISHA. U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) To-morrow, 27th Jan., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd Feb., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 20th March, at Noon.

THE Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 27th instant, at Noon, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel packages will be received at Office until 5 P.M. the day previous to sailing; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Seal'd Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 4th January, 1900. [7]

THE U.S. Mail Chartered Steamship

"ALGOA," will be despatched for SAN FRANCISCO, via MOJI, KOBE and YOKOHAMA on or about THURSDAY, the 1st March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the day previous to sailing; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Seal'd Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 18th January, 1900. [1]

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, (FOR ACCOUNT OF THE CONCERNED), TO-MORROW, (SATURDAY), the 27th January, 1900, at 2.30 P.M., at their Sales Rooms, Ice House Street. A great assortment of CHINESE and JAPANESE CURIOS, PICTURES, JAPANESE VASES, &c., &c.

Also: A very Fine Selection of CANTON BLACK-WOOD WARE.

TERMS—As Usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 25th January, 1900. [112b]

## GOVERNMENT NOTIFICATION.

## No. 10.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,

the 29th day of January, 1900, at 3 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 13th January, 1900. [91b]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 29th day of January, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Hok-Uen, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

the Public works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Hok-Uen, Kowloon, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

**PARTICULARS OF THE LOT.**

No. of Sale. Registry No.	LOCALITY.	Boundary Measurements.				Contents in Square feet.	Annual Rent.	Upset Price.
		N.	E.	S.	W.			
		ft.	ft.	ft.	ft.			
Kowloon Inland Lot No. 596	Hok-Uen.	50.5	50.5	15	15	756	10	110

## GOVERNMENT NOTIFICATION.

## No. 11.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,

the 29th day of January, 1900, at 3.15 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 13th January, 1900. [92b]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 29th day of January, 1900, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Causeway Bay, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

January, 1900, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Causeway Bay, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 years.								
PARTICULARS OF THE LOT.								
No. of Sale. Registry No.	LOCALITY.	Boundary Measurements.				Contents in Square feet.	Annual Rent.	Upset Price.
		N.	S.	E.	W.			
10044 Lot 10044.	Causeway Bay.	37.00	37.00	150	42	50,450	338	7,360

## GOVERNMENT NOTIFICATION.

## No. 12.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,

the 29th day of January, 1900, at 3.30 P.M., are published for general information.

By Command,



## PLAN TO TUNNEL THE GIBRALTAR STRAITS.

GIGANTIC UNDERTAKING ADVANCED BY A FAMOUS FRENCH ENGINEER.

PARIS, December 15th.

A gigantic undertaking for tunnelling the Straits of Gibraltar is receiving attention now. M. Jean Berlier, a famous civil engineer, who is the author of the project, has just published in book form the result of his studies in connection with it. He considers that an international tunnel, uniting Spain and Morocco and prolonged by a railway from Tangiers to Lalla Maghnia, would prove invaluable for the successful development of France's African colonies.

From soundings taken by him, M. Berlier has proved the existence of a compact rock formation across the straits, which guarantees solidity and impermeability. The undertaking, he says, would be no more difficult than the piercing of Mount Cenis, St. Gothard, Arlberg or Simplon. He adds that if diplomatic obstacles are not greater than the natural ones, success is certain.

M. Berlier estimates that a tunnel of forty-one kilometres (twenty-five and one-half miles) would cost \$12,500,000, and that the work would require seven years. He calculates that the connection of the lines of the Algerian Railway system and extension from Tangiers to Lalla Maghnia would cost another \$18,000,000 or \$19,000,000, so that the whole enterprise would necessitate \$31,500,000. To offset this expense M. Berlier shows that the approximate yearly revenue would be \$15,250,000. He already has received the consent of the Spanish Government for the scheme and is working to obtain the authorisation of the Moroccan Government to create a tunnel terminus in its territory. — *N. F. Chronicle.*

## IMPROVEMENT IN WIRELESS TELEGRAPHY.

PITTSBURGH, December 17th.

Bolt researches by Professor Reginald Fessenden and his assistant, Professor Kitter, in the electrical laboratory of the Western University of Pennsylvania have resulted in the production of a receiver for wireless telegraphy that is 200 times more sensitive than the so-called "coherer" of the Marconi system.

In speaking of the discovery Professor Fessenden said: "Although we have improved the receiver so that it is 200 times as sensitive as the original one, we realize that we have not yet begun to see the limit. Marconi, in his brilliant experiments, has demonstrated that messages can be sent over ninety miles. As our receiver is several hundred times more sensitive, it is clear that the messages can be sent by our method very much further, though just what the limit is I would not like to say. It is at least possible to send messages across the Atlantic with poles less than 200 feet high. The ultimate distance must be checked by actual experiment before it becomes a scientific fact in the strictest sense." — *Call.*

## NEW METHOD OF DETECTING GOLD.

A new method of detecting the presence of a small quantity of gold has been recently discovered by Dr. Ohler. By this method the presence of quantities as low as 77 centigrams per ton may be established. The operation is as follows: A quantity of finely powdered ore, say 120 grams, is introduced into a flask. To this an equal volume of tincture of iodine is added, and the mixture well agitated. It is then left an hour, agitating from time to time, and is finally allowed to stand. When the solution has separated, a band of filter paper is saturated with this, and the paper allowed to dry. This operation is repeated five or six times in succession, in order to completely saturate the paper. It is afterward calcined, and it will be observed that the ash, when gold is present, offers a purple color. This color should disappear quickly if the ash is moistened with bromine water. The test may be modified in the following manner: A quantity of the powder, 120 grams, is covered with bromine water and after agitating during the course of an hour, the solution is filtered. Upon adding potassium iodide of tin to the solution it takes a purple color, in the presence of gold, giving the reaction known as "Purple of Cassius." In the case of sulphides the ore should be previously roasted, and when the mineral contains a considerable proportion of carbonate of lime, it should be calcined in the presence of ammonium carbonate. — *Mining and Engineering Review.*

## AUSTRIAN COMPARISON.

FROM OUR CORRESPONDENT.

VIENNA, December 19th.

The reverses suffered by General Gatacre, Lord Methuen, and General Buller have given the Austrian Press almost inexhaustible material for a further series of open or veiled attacks on Great Britain.

Among the most interesting and suggestive of the comments of the Vienna Press is that of the *Allgemeine Zeitung*, which writes: "The present war in South Africa reminds us, in one respect, of the struggle which took place a few years ago between an Empire of four hundred million inhabitants and a small country with a much smaller population—we mean the China-Japanese War. It would be absurd to carry this comparison too far. Great Britain, even if defeated in this war, is the country of civilisation *par excellence*, whereas the Boers have little in common with Japanese culture. The result of the war in the Far East was a victory for western culture and civilisation, whereas the success of the Boers in the present struggle will be the reverse. The China-Japanese war was a war between an Empire and a small country, whereas the Anglo-Boer War can be compared in no way to it, as they may produce similar results. After the China-Japanese War the world realised that China was an Empire of the past, a mere historical conception, incapable of a healthy, independent existence. The Far East question at once arose, and every Power to-day considers itself a rightful claimant to some strip of Chinese territory. As soon as the weakness of China was realised its partition between the great nations of the earth began. Will not a similar development take place in the case of Great Britain? Is it not probable that the nations which envy the world-wide power, the vast possessions, and the unlimited riches of the British Empire will conclude from the progress of the war in South Africa that Great Britain is on the eve of decline and fall, and can, like China, be harassed with impunity?"

The *Neue Freie Presse* sharply criticises the strategy and tactics adopted by the British generals, and indicates the position of Lord Methuen, who little more than a month ago had his luggage labelled "To Pretoria, via Capetown."

There has, remarks the *Neue Freie Presse*, been a serious accident on the way which is likely to delay traffic for some weeks to come. The British officers, according to the same journal, are amateur warriors, who commit suicide like so many butchers' victims, but who are not fit to conduct warfare on a scientific line.

A noteworthy incident occurred a day or two ago in the corridors of the Hungarian House of Deputies in Budapest. M. Henthaler, a

member of the Magyar Independent Party was collaring signatures from Deputies for a telegram of sympathy to President Kruger when he met M. Szilagi, perhaps the most generally respected politician in Hungary. M. Henthaler promptly asked the great man for his signature, whereon M. Szilagi replied: "My signature to a telegram of sympathy to the Boers. No, certainly not. You are a member of the Party founded by Louis Kossuth, and yet you do not know what Hungary owes to Great Britain. Have you forgotten that Britain was the only country in which Kossuth could live in safety?"

"Yes," replied M. Henthaler, "I believe you are right," and the next moment the draft copy of the pro-Boer telegram was torn to pieces. No further effort has been made to send a friendly message of Great Britain's foes. — *Morning Post.*

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Arnold, A. K. Locheimer, Lord  
Angier, A. G. Lillie, J. J.  
Abraham, J. Lank, J.  
Ah Fong, Miss Lamir & Dodge, J. E.  
Amoy, Fanny Lourential, J.  
Alckseiff, M. Liss, M. H.  
Alves & Co. Messrs. Loubere, A.  
All, Miss Lee, C. A. Lieut.  
Ance, M. Liddon, M. E.  
Armstrong, A. Lunie, Mrs.  
Armsmocker Lee, Henrietta  
Barker, A. M. Lharco, D.  
Barton, W. T. Lharplor, H. K.  
Buckendroff, A. McClelland, Miss  
Burt & Co. Messrs. Moseley, Mrs. M. E.  
Butt, J. A. Mason, Miss F. O.  
Blasczky, A. McGovern, P.  
Brown, R. McCoughan, E. L.  
Browne, J. C. Madegain, G.  
Buckendroff, A. Maligny, C.  
Burdell, B. de Moore, Mrs. M.  
Bennel, J. Mui Yung, Mrs.  
Bennet, Mr. Montilla, T.  
Benemer, Mr. Mower, F. R.  
Blake, R. E. Masanor, Miss  
Baring, T. Murray, P. H.  
Barnibigo, E. M. Matsumotie, Miss  
Bibby, Angus Motichund, A. K.  
Ballard, Anna Moritani, S. R.  
Brennes, C. Mayeda, O.  
Burnett, L. C. Macuse, M. A.  
Burt, J. G. Mucay, A. R.  
Blackley Musae, Paul  
Bridgman, Miss Masibura, Mr.  
Bloom, Rosa Maralla, C.  
Brooks, F. Marquis, F. A. M.  
Berthier, T. McGilvray, D.  
Benjamin, D. Modigam, E. S.  
Bannier, C. Marrio, H. D.  
Bowles, C. E. McNamee, R.  
Crook, Miss H. C. Niven, L.  
Charis, W. D. Norris, Miss A.  
Cum, V. W. S. Nagrata, T.  
Claus, G. Nautubara, J.  
Churchill, W. Natheate, S.  
Christensen, Mrs. B. Neuhans, Otto  
Crouback, H. Ohtsu, Miss  
Cowell, J. M. Ohtsu, Mrs.  
Capps, W. L. Ohtsu, Miss  
Crimston, Miss E. Ohtsu, Miss  
Clark, S. J. Ohtsu, Miss  
Craig, Miss A. Ohtsu, Miss  
Clifton, G. Ohtsu, Miss  
Chinevala, S. F. Ohtsu, Miss  
Crook, Miss M. C. Ohtsu, Miss  
Connery, E. Ohtsu, Miss  
Chen, Wing Ohtsu, Miss  
Cutter, Miss R. Ohtsu, Miss  
Caridona, D. T. Ohtsu, Miss  
Cameron, D. C. Ohtsu, Miss  
Chambers, E. W. Ohtsu, Miss  
Crony, H. Ohtsu, Miss  
Cordova, F. H. Ohtsu, Miss  
Cox, Miss M. J. Ohtsu, Miss  
Charles, J. Capt. Ohtsu, Miss  
Cawthorpe, O. Ohtsu, Miss  
Dawtershaw, Mrs. Ohtsu, Miss  
Durant, A. Ohtsu, Miss  
Dunlop, Capt. C. M. Ohtsu, Miss  
Delen, Mrs. L. Ohtsu, Miss  
Dukkers, A. Ohtsu, Miss  
Davidson, N. J. Ohtsu, Miss  
David, M. W. Ohtsu, Miss  
Deladonespa Ohtsu, Miss  
D'Arcy, Miss E. Ohtsu, Miss  
Dauncey, C. Ohtsu, Miss  
Droz Ohtsu, Miss  
Duncan, D. M. Ohtsu, Miss  
Elias, A. Ohtsu, Miss  
Elina, M. Ohtsu, Miss  
Edwards, L. Ohtsu, Miss  
Fierman, M. H. Ohtsu, Miss  
Ferrant, Mons. Ohtsu, Miss  
Forster, R. C. H. Ohtsu, Miss  
Foster, L. Ohtsu, Miss  
Fong Hal Ohtsu, Miss  
France, G. Mr. and Ohtsu, Miss  
Mrs. Ohtsu, Miss  
Franklin, C. S. P. Ohtsu, Miss  
Fakir, Mohamed Ohtsu, Miss  
France, A. G. Ohtsu, Miss  
Gohde, Mrs. G. Ohtsu, Miss  
Geis, Mrs. L. Ohtsu, Miss  
Goldman, G. Ohtsu, Miss  
Grosjean, Mons. Ohtsu, Miss  
Goldshly, S. Ohtsu, Miss  
Galgoczy, Josephine Ohtsu, Miss  
Glover, Mr. Ohtsu, Miss  
Guentz Ohtsu, Miss  
Gracia, L. Ohtsu, Miss  
Galey, Ohtsu, Miss  
Ghyke, Mr. and Mrs. Ohtsu, Miss  
Guilbert, M. E. Ohtsu, Miss  
Gibbons, Mr. and Ohtsu, Miss  
Mrs. E. S. Ohtsu, Miss  
Henson, L. A. K. Ohtsu, Miss  
Hesketh, S. B. Ohtsu, Miss  
Howard, J. C. Ohtsu, Miss  
Haimovitch, C. Ohtsu, Miss  
Hill, Mrs. Ohtsu, Miss  
Hardouin, C. Ohtsu, Miss  
Hough, C. C. Ohtsu, Miss  
Hofstadt, L. Ohtsu, Miss  
Hamilton, Miss E. Ohtsu, Miss  
Hopkins, R. G. Ohtsu, Miss  
Harrison, Miss L. Ohtsu, Miss  
Hony, C. Ohtsu, Miss  
Hofmann, G. M. Ohtsu, Miss  
Hunt, G. Ohtsu, Miss  
Hutchison, G. W. Ohtsu, Miss  
Hall, J. A. Ohtsu, Miss  
Haleret, H. Ohtsu, Miss  
Hamilton, Mrs. Ohtsu, Miss  
Hamilton, Capt. E. Ohtsu, Miss  
Heber, Mrs. M. A. Ohtsu, Miss  
Haleret, H. Ohtsu, Miss  
Hofmann, G. M. Ohtsu, Miss  
Hogart, F. A. Ohtsu, Miss  
Hornall, G. Ohtsu, Miss  
Ippiclan, S. Ohtsu, Miss  
Ikeaki, Miss M. Ohtsu, Miss  
Isburg, Charles Ohtsu, Miss  
Ishiboshi, M. Ohtsu, Miss  
Irowy, M. Ohtsu, Miss  
Johnson, G. C. Ohtsu, Miss  
Japan Importing and Ohtsu, Miss  
Exporting Co. Ohtsu, Miss  
Johnston, A. J. Ohtsu, Miss  
Jones, Dr. R. F. Ohtsu, Miss  
Jackson, Miss Ohtsu, Miss  
Johnstone, Capt. Ohtsu, Miss  
Kyngdon, A. Ohtsu, Miss  
Knoll, Miss L. Ohtsu, Miss  
Kelly, Mrs. B. Ohtsu, Miss  
Kimyo, Miss Ohtsu, Miss

Kantow  
Kyrkan  
Kuster, V.  
Kane, Mrs. O.  
Kemmer, D. F.

## List of Registered Covers in Poste Restante.

Antonietta, Ferriolo, Mugal Khan  
Ance, Mons. Madar, O. M. (3)  
Asa Singh, Miller, Mr. S.  
Bonamour, P. Modigham, Gind. (3)  
Blake, J. McEldan, Mrs. E. E.  
Baker, J. Mehta Khan  
Catterson, Dr. F. Marbie, Roman  
Cameron, Wm. Nestie, W. N.  
Crawford, J. R. Ortega, J. T.  
Cox, Mrs. Otis, Miss H.  
Cattarinich, A. Pelley, E. Le  
Dilbar Khan, Rleus, A.  
Ekman, Miss Ida Rankin, A. W.  
Elias, A. Ranchverger, Miss F.  
Ebrum, Mamon, Kelly, S. G.  
Foote, Miss E. Raulsen, Theo.  
Forsthy, G. S. E. Shigh, Mrs. E. T.  
Figuerola, A. F. Y. Stemmer, C. L.  
Gajards, J. Silva, M. da  
Guen, Senda, Mrs. J. (2)  
Gromed Singh, Steward, C. Y. S.  
Gilchrist, T. O. Syett, Mr.  
Hooper, G. W. (4) Silva, L. J. da  
Hancock, W. St. J. Shenberg, S.  
Harper, C. Souza, E. V. M.  
Halverson, S. C. (3) Schusterman, V.  
Hamilton, E. Schawinsky, S. (3)  
Harboe, H. Schwantanskupart, S. C.  
Israel, Elisk Suckermann, Y.  
Johnston, Serg. C. Spencers, Wm.  
Jahall Lin (Indian Spennet, Frances (2)  
address) Steward, A. S.  
Kohn, Siegfried Taho, Mrs.  
Kirkwood, J. Weisman, B.  
Lopez, J. G. Weinstein, J.  
Lopez, C. A. Williams, Mrs. J. W.  
Lewis, Mrs. A. E. Walter, Werner  
Machado, A. E. Yehanjee Singh.  
Mayer, A.

## List of Registered Covers for Merchant Ships.

S.S. *Brackwell Castle*, F. Rogers.  
S.S. *Chankong*, Capt. J. Vaughan.  
S.S. *Changshu*, C. F. Moule. (2)  
S.S. *Culbin*, J. Williams.  
S.S. *Chosha*, J. Miller.  
S.S. *Diomed*, J. Fleming (Baker). (2)  
S.S. *Hilping*, R. Macfarlane.  
S.S. *Hilho*, S. Simonsen.  
S.S. *Lovick*, G. Menzies.  
S.S. *Petrochut*, D. Fritchard.  
S.S. *Pharman*, Chief Engineer.  
S.S. *Singai*, J. Scott.  
S.S. *Tamut*, P. Williams.  
S.S. *Hongkoi*, Capt. B. B. Igot.

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE UNDERSIGNED AGENTS OF THE ABOVE COMPANY are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN &amp; Co. Hongkong, 28th May, 1899. [10]

## To be Let.

TO LET.

"HARFORD" MAGAZINE GAP.

GROUND FLOOR, 52, PEEL STREET.

Apply to THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 17th November, 1899. [12]

## Entimations.

JAPANESE CURIOS.

JUST RECEIVED.

OIL PAINTED and EMBROIDERED SCREES, LACQUERED BOXES.

And Several Kinds of PHOTOGRAPH FRAMES.

at MODERATE PRICES.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall, Hongkong, 18th January, 1900. [14]

WORTH A GUINEA A BOX.

## BEECHAM'S PILLS.

FOR ALL BILIOUS and NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, and FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA.

WATKINS &amp; CO., APOTHECARIES' HALL, 66, Queen's Road, Central, Hongkong. [41]

## CARBOLINEUM-AVENARIUS.

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN &amp; Co. Hongkong, 11th September, 1896. [13]

## MEE CHEUNG.

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

[S now in position, in his New and Com- modious Premises, to receive, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS and VIEWS a speciality. Hongkong, 22nd September 1898. [40]

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Owners or the Crew of the following Vessels during their stay in Hongkong Harbours:

Bittern, British bark, Atkins—Siemssen &amp; Co.

## Shipping. STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA," Captain Davies, will be despatched as above TO-MORROW, the 27th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 26th January, 1900. [96b]

EASTERN and AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched as above TO-MORROW, the 27th instant, at Noon.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 26th January, 1900. [39b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"VIENANG," Captain P. H. Rolfe, will be despatched as above on MONDAY, the 29th instant, at 3 P.M.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 24th January, 1900. [103b]

"SHIELD" LINE OF STEAMERS.

FOR ROTTERDAM AND LONDON.

THE Company's Steamship

"COWRIE," Captain Davies, will be despatched as above on MONDAY, the 29th instant, instead of previously advertised.

For Freight, apply to ARNHOLD, KARBERG &amp; Co., Agents.

Hongkong, 23rd January, 1900. [1613a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFRIDI," will be despatched for the above Port about the End of January, and will be followed by S.S. "BIRCHTORT" and "ST. REGULUS."

For Freight, apply to DODWELL &amp; Co., LIMITED Agents.

Hongkong, 15th January, 1900. [1503a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 4th February, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th January, 1900. [45]

"SHIRE" LINE.

FOR SHANGHAI.

THE Steamship

"RADNORSHIRE," Captain Hadley, will be despatched as above on MONDAY, the 5th February.

For Freight or Passage, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 24th January, 1900. [101b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched as above on MONDAY, the 5th February.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 25th January, 1900. [75b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS," Captain Towell, will be despatched as above on TUESDAY, the 6th February.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 29th December, 1899. [1618a]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

Taking Cargo at London Rates.

THE Company's Steamship

"PYRRHUS," Captain Bess, will be despatched as above on WEDNESDAY, the 14th February.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 23rd January, 1900. [80b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR," Captain Jackson, will be despatched on TUESDAY, the 20th February.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 12th January, 1900. [51b]

## Shipping. STEAMERS.

SHEWAN TOMES &amp; CO.'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"QUEEN ELEANOR," will be despatched for the above Port, on or about the 1st February.

To be followed by

The Steamship "MORVEN," about the 25th February, 1900.

For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 3rd January, 1900. [19b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN," Captain Anderson, will be despatched as above on THURSDAY, the 13th February.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 6th January, 1900. [13b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN," Captain Anderson, will be despatched on THURSDAY, the 13th February, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 6th January, 1900. [33b]

## Entimations.

F. BLACKHEAD &amp; CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &amp;c., &amp;c.

Sole Agents for FERGUSON'S SPECIAL CREAM P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.



## Intimations.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.  
Sole Agents in the East for the amalgamated  
CLERMONT, HUMBER and GLADIATOR Co., Ltd.,  
DUNLOP TYRES' BICYCLES—PRICE—\$160.  
A special reliable Watch made for this climate.  
Quality A.....\$16  
Quality B.....\$12  
40, QUEEN'S ROAD,  
Watson's Building.

## NOTICE.

NIGHT SCHOOL for EUROPEANS, by an  
EX-SCHOOLMASTER.  
Terms moderate, for Particulars apply  
c/o This Office.  
Hongkong, 18th August, 1899. [1048a]



**KANANGA**  
OF JAPAN  
(REGISTERED)  
RIGAUD and Co  
PARIS

Kananga Water  
the most delight-  
fully refreshing  
Toilet Water it renders the skin, relieves  
mosquito bites and imparts a delicate fra-  
grance and feeling of comfort and freshness.

New Sensations in Perfumery  
RIGAUD'S KANANGA EXTRACT  
RIGAUD'S WHITE ROSE  
RIGAUD'S MELATI EXTRACT  
RIGAUD'S IROHA D'AFRIQUE EXTRACT  
RIGAUD'S LILY OF THE VALLEY EXTRACT  
RIGAUD'S YLANGYLANG EXTRACT  
RIGAUD'S BANTAM EXTRACT  
RIGAUD'S JASMINE or Chénille EXTRACT  
S. RUE VIVENNE, P. PARIS

SIEN TING,  
SURGEON DENTIST,  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation free.  
Hongkong, 27th September, 1898. [139]

## VISITORS AT THE HONGKONG HOTEL.

Aitken, Mr. J. H. Lemaire, Mr. P.  
Andersen, Mr. H. H. Levy, Mr. L. A.  
Angus, Mrs. John. Lewis, Mr. W. R.  
Audet, Mr. F. Little, Mr. R. H.  
Bailey, Mr. W. S. Little, Mr. R. H.  
Bannon, Mrs. and Miss. Macmillan, Mr. A. C.  
Barber, Mr. J. N. Mahoney, Mr. J. Y.  
Barlow, Mr. B. J. Mayson, Mr. J. H.  
Berniers, Mr. & Mrs. de Macaulan, Mr. J. H.  
Blackburn, Com. R. N. McLeod, Mr. & Mrs. E.  
Bottenheim, Mr. and Mrs. T. S.  
Mrs. A. H. Meurer, Mr. A. J.  
Brooks, Mr. Franklin. Mitchell, Mr. W. F.  
Brooks, Mrs. F. W. Murphy, Mr. E. O.  
Burgdoff, Mr. T. F. Neidich, Mr. A. O.  
Buskett, Mr. L. W. Neidich, Mr. A. O.  
Carter, Mr. H. B. Ogden, Mr. A. C.  
Church, Mr. and Mrs. Ogden, Mr. A. C.  
W. T. Ohta, Mr. K.  
Clark, Dr. and Mrs. F. Olea, Mr. C.  
Cook, Mr. Griffin. O'Neill, Mr. J. J.  
Craw, Mr. J. Otis, Mrs. George L.  
Cunliffe, Miss. Otis, Miss.  
Dawson, Comdr. and Mrs. Parfitt, Mr. W.  
Mrs. Pudsey. Perrine, Rev. and Mrs.  
Dickson, Mr. A. J. and child.  
Drum, Miss. Piers, Mr. A. A.  
Eddy, Mr. F. H. Reeves, Mr. A. G. E.  
Gardner, Mr. A. A. Robins, Mr. S. J.  
Glover, Mrs. C. Rolph, Mr. R. T.  
Goddard, Capt. Simmins, Mr. H.  
Goodman, Mrs. C. Smythe, Mr. A. J.  
Griffin, Major and Mrs. Hamilton.  
Groves, Mrs. Taylor, Mr. B.  
Hall, Mr. R. J. Teddie, Mr. and Mrs.  
Hamilton, Capt. and Mrs. Vaughan, Mr. H. S.  
Mrs. child, valet and Mrs. Vaghorn, Mr. G.  
Hayakawa, Mr. Y. Walling, Mr. and Mrs.  
Henneberger, Miss. B. T. and child.  
Henneberger, Miss. Warren, Mr. and Mrs.  
Holm, Mr. C. P. R. and maid.  
Horney, Mr. and Mrs. Whiteley, Mr. & Mrs. W.  
H. H. Whiteley, Miss.  
Hoste, Sir W. Bart. Whitlow, Mr. and Mrs.  
Howard, Mr. T. A. W.  
Hudson, Mr. H. N. Wild, Mr. and Mrs.  
Jeffrey, Major & Mrs. Bagnall.  
Joseph, Mr. and Mrs. Warrington, Dr. O. C.  
Katsch, Mr. E. A. Zuniga, Mr. J. M. de  
Klinghorn, Mr.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Bermingham, Mr. Louis John, Major G. R. St.  
Brayne, Mr. H. F. R. Kofod, Capt.  
Bruce, Admiral & Mrs. Lee, Mr. J. E.  
and maid. Longuet, Mr. and Mrs.  
C. W.  
Burr, Mr. P. Martin, Mr. R.  
A. C. Mitchell, Mr. R.  
Dann, Mr. G. H. Moussey, Mr. and Mrs.  
Daw, Mr. P. O'Gorman, Madame  
Dreze, Mr. F. J. Haver. Pollock, Hon. H. E.  
Eldade, Colonel H. E. Fryano, Capt. H. V.  
Ezekiel, Mr. J. S. Rumsey, Comdr. R. M.  
Forbes, Mr. A. R. Sinclair, Mr. A.  
Fraser, Lt. Col. A. R. Smith, Mr. Albert  
Gompertz, Mr. H. H. Smith, Mr. A. Findlay  
Gorges, Colonel E. H. Stokes, Mr. A. G.  
Gros, Mr. Edward F. Stokes, Mr. A. G.  
Hallifax, Mr. and Mrs. E. R.  
Hays, Mr. J. Thomson, Mr. O. D.  
Helm, Mr. H. L. Wardwell, Misses (2)  
Jacob, Mr. F. B. Wheeler, Mr. G. H.

## CRAGHURST.

Andrews, Mrs. Simmonds, Capt. C. B.  
Glementi, Mr. C. R. A.  
Cottam, Mr. and Mrs. Snow, Lt. C. F. U.S.N.  
J. P. and son. Snow, Mrs. C. F. and  
Flynn, R. N. Rev. F. daughter  
Johnson, Rev. F. T. Strong, Dr. Richard  
Johnston, Mr. R. F. Volpicelli, Madame  
Leland, Mrs. E. A. Volpicelli, Madame  
Simmonds, Mrs.

## OPUM QUOTATIONS.

Hongkong, 26th January.  
New Panna.....\$25 per chest.  
New Bonanza.....\$25  
New Malwa.....\$20 per picul.  
Old M. J. W. ....\$20  
Persian, niger tied.....\$40/850.  
Best Quality.....

## The Share Market.

## LATEST QUOTATIONS.

(January 26th.)

Companies.	Paid up Capital.	Latest quotation.
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## Banks.

Hongkong & Shanghai Banking Corporation	\$125	339 % premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China (Ordinary)	£ 4	£1 buyers
The Bank of China (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	\$26
Do. Founders	£ 1	\$20

## Marine Insurance.

Union Ins. Society of Canton, Ltd.	\$ 50	\$235
China Traders' Ins. Co., Ltd.	\$ 25	\$57
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yangtze Ins. Assoc. Ltd.	\$ 60	\$115 buyers
Canton Ins. Co., Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$24

## Fire Insurance.

Hongkong Fire Ins. Co., Ltd.	\$ 50	\$335 buyers
China Fire Ins. Co., Ltd.	\$ 50	\$38

## Shipping.

Hongkong Canton & Macao Steamboat Co., Limited	\$ 15	\$31
Indo-China Steam Navigation Co., Ltd.	£ 10	\$89 sellers
China & Manila S.S. Co., Ltd.	\$ 50	\$85 buyers
Douglas Steamship Co., Ltd.	\$ 50	\$51
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£10 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£10
China Mutual S. N. Co., Ltd. (Ordinary)	£ 5	£5
Star Ferry Co., Ltd.	\$ 10	\$20
"Shell" Transport & Trading Co., Ltd.	£ 100	£250

## Refineries.

China Sugar Refining Co., Ltd.	\$ 100	\$115 buyers
Luzon Sugar Refining Co., Ltd.	\$ 100	\$47

## Mining.

Punjab Mining Co., Ltd.	\$ 6	\$6
Punjab Mining Preference Shares	\$ 1	\$1.30
Société Française des Charbonnages du Tonkin	Fcs. 250	\$350
Queen Mines, Ltd.	25 cts.	\$0.30
Jebleu Mining and Trading Co., Ltd.	\$ 5	\$13
Raub Allan Gold Mining Co., Ltd.	15s. 10d.	\$62
Oliver's Freehold Mines, Ltd.	\$ 5	\$9
Oliver's Freehold Mines, Ltd.	\$ 4	\$6
(Great Eastern & Caledonian Gold Mining Co., Ltd.)	\$ 5	\$1
Do. (Preference)	\$ 1	\$0.40

## Docks Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.	\$125	535 % premium
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$84
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$43 1/2
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$21

## Lands, Hotels and Buildings.

China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$25
Hongkong Land Investment Agency Co., Ltd.	\$ 50	\$115 ex div.
Kowloon Land and Building Co., Ltd.	\$ 30	\$28
West Point Building Co., Ltd.	\$ 50	\$39 ex div.
Hongkong Hotel Co., Ltd.	\$ 50	\$126
Humphreys Estate & Finance Co., Ltd.	\$ 10	\$9 1/2

## Cotton Mills.

Hongkong Cotton Spinning Weaving & Dyeing Co., Ltd.	\$100	\$40
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 60
International Cotton Mill Co., Ltd.	Tls. 100	Tls. 65
Laou-kung-now Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 72 1/2
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 375
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 54

## Miscellaneous.

Green Island Cement Co., Ltd.	\$ 10	\$29
China-Bonac Co., Ltd.	\$ 15	\$15 1/2
A. S. Watson & Co., Limited	\$ 10	\$16
Watkins, Limited	\$ 10	\$10 1/2
Hongkong Electric Co., Limited	\$ 10	\$10
Hongkong Electric Co., Limited	\$ 2	\$2.10
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 8	\$300
Geo. Fenwick & Co., Ltd.	\$ 25	\$48
H'kong Ice Co., Ltd.	\$ 25	\$142
H'kong High-Level Tramway Co., Ltd.	\$100	\$150
Dairy Farm Co., Ltd.	\$ 6	\$6
Hongkong and China Bakery Co., Ltd.	\$ 50	\$25
Campbell, Moore and Co., Ltd.	\$ 10	\$16
Bell's Asbestos Eastern Agency, Ltd.	£ 1	£1 nominal
United Asbestos Oriental Agency, Ltd.	\$ 4	\$4
United Asbestos Oriental Agency, Ltd.	\$ 10	\$10
Carroll & Co., Ltd.	\$ 20	\$8
Tehran Printing Co., Ltd.	\$ 5	\$5
Tebrau Printing Co., Ltd.	\$ 4	\$4

BENJAMIN KELLY & POTTS,  
Share Brokers.  
Telegraph Address—"Rialto."  
Telephone No. 148.

## EXCHANGE.

Hongkong, 26th January.  
UN LONDON, Telegraphic Transfer, 1/11 7/16  
Bank Bills, on demand .....1/11  
Credits, 4 months' sight 1/11 15/16  
D'cents, 4 months' sight .....2/0 1/16  
ON BERLIN, (demand) .....M. 2.01  
ON PARIS, Bank Bills, on demand .....2.47  
Credits, 4 months' sight .....2.52  
ON NEW YORK, Bank Bills, on demand .....4.81  
Credits, 30 days' sight .....4.81  
ON BOMBAY, Telegraphic Transfer .....14.41  
On demand .....14.51  
ON SHANGHAI, Telegraphic Transfer .....7.1  
Private, 30 days' sight .....7.21  
ON YOKOHAMA, T.T. ....3 1/2 per cent. prem.  
Sovereigns, Bank's Buying Rate .....\$10.23  
Gold Leaf 100 touch, per tael .....\$3.30  
Bar Silver .....2.71  
Dollars .....3 1/2 per cent. prem.

## VESSELS IN PORT.

## Steamers.

AEOLUS, British steamer, 1,845, W. Kirkwood, 24th Jan., Cardiff 2nd Dec., Consl.—Navy Yard.  
ALEXIA, German steamer, 2,168, Knuth, 24th Jan., Hamburg 1st Dec., and Singapore 17th Jan., General.—Siemens & Co.  
AMERICA MARU, Japanese steamer, 6,210, P. H. Goings, 18th Jan., San Francisco 1st Dec., Honolulu 10th Jan., Yokohama 10th Jan., Kobe 12th, Nagasaki 13th, and Shanghai 15th, Mails and General.—J. S. Van Buren.  
ARRATON APCAR, British steamer, 2,879, E. Fey, 25th Jan., Calcutta 7th Jan., Penang 16th, and Singapore 19th, Opium and General.—David Sassoon, Sons & Co.  
BOMBAY, British steamer, 2,047, G. M. Montford, R.N.R., 25th Jan., Yokohama 10th Jan., General.—P. & O. S. N. Co.  
BURDON, British steamer, 1,962, W. Wilson, 24th Jan., Cardiff 3rd Dec., Coal.—Admiralty.  
CHELYDRA, British steamer, 2,467, J. T. Davies, 21st Jan., Calcutta 31st Dec., Penang and Singapore 13th Jan., General and Opium.—Jardine, Matheson & Co.  
DAPHNE, German steamer, 1,292, Th. Nissen, 31st Dec., Kutching 26th Dec., Coal.—Siemens & Co.  
EASTERN, British steamer, 3,600, Winthrop Ellis, 21st Jan., Kobe 16th Jan., General.—Gibb, Livingston & Co.  
EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 23rd January, Vancouver 1st Jan., and Shanghai 20th, Mails and General.—C. P. R. Co.  
HAILAN, British steamer, 377, W. Bast, 21st Jan., Pakhoi and Hoihow 20th Jan., General.—A. R. Marty.  
HOLSTEIN, German steamer, 985, M. Ipland, 23rd Jan., Saigon 19th Jan., Rice.—Jensen & Co.  
HONGKONG, French steamer, 739, Bastian, 27th Dec., Haiphong and Hoihow 26th Dec., General.—A. R. Marty.  
KONG BENG, British steamer, 862, F. W. Joslin, 24th Jan., Saigon 20th Jan., Rice and General.—Butterfield & Swire.  
LYERMOON, German steamer, 1,238, G. Heuer, 19th Jan., Canton 18th January, General.—Siemens & Co.  
LOKSANG, British steamer, 980, Lensk, 24th Jan., Bangkok 16th Jan., Rice.—Jardine, Matheson & Co.  
MENMUIR, British steamer, 1,980, S. J. George, 6th Dec., Sombay and Cheribon 25th Nov., Sugar.—Jardine, Matheson & Co.  
NANCHANG, British steamer, 1,004, E. Findlay, 23rd Jan., Cebu and Manila 20th Jan., General.—Butterfield & Swire.  
ST. PAUL, American steamer, 1,865, Hays, 10th Jan., Manila 6th Jan., Ballast.—Order.  
TACOMA, American steamer, 1,680, Andrew Dixon, 25th Jan., Tacoma, Wash. U.S.A. 23rd Jan., General.—Dodwell & Co., Ltd.  
TAI LEE, German steamer, 828, T. Calender, 23rd Jan., Saigon 19th Jan., Rice.—Meyer & Co.  
TAMUJI MARU, Japanese steamer, 1,037, K. Sobajima, 25th Jan., Foochow 23rd Jan., and Swatow 24th Jan., General.—Mitsui Bussan Kaisha.  
TSMAN, British steamer, 1,459, O. Anderson, 24th Jan., Sydney and Melbourne 9th Dec., Coal and General.—Butterfield & Swire.  
WONGKOT, British steamer, 1,115, H. B. Brooke Pigot, 21st Jan., Bangkok 13th Jan., and Swatow 20th, Rice and Teak.—Yuen Fat Hong.

## Sailing Vessels.

BITTERN, British barquentine, 399, Thos. Askin, 13th Jan., Fremantle via Geraldton 10th Jan., Sandalwood.—Siemens & Co.  
STANFIELD, British bark, 650, H. Wilson, 19th Jan., Rajang 13th December, Timber.—Master.  
TRAPALOR, British 4-masted bark, 1,616, M. S. Wright, 26th Dec., Hongay 15th Dec., Ballast.—Sander, Wieler & Co.  
VALKYRIEN, British bark, 498, J. R. Hall, 14th Jan., Rajang (Borneo) 6th Dec., Timber.—Sing Tat.  
WARATAH, British schooner, 25, Haynes, 23rd Sept., Takow 15th Sept., Ballast.—Mr. F. W. Hall.  
WM. H. CONNER, American ship, 1,421, J. T. Erskine, 14th Oct., New York 7th May, and Rio Janeiro 11th July, Kerosine.—Standard Oil Co.

## HER BRITANNIO MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, January 26th, 1900.  
Alacrity, despatch-vessel, 1,700 tons, 10 G-pd. g.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Hongkong.  
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Hongkong.  
Aurora, British cruiser, 5,600 tons, Capt. E. H. Barry, Manila.  
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Hon. S. C. J. Colville, C.B., Hongkong.  
Bonaventure, 2nd class cruiser, 4,350 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Mountgomerie, C.B., R.N., Shanghai.  
Brisk, British cruiser, 1,770 tons, 6 guns, 5,620 i.h.p., Capt. R. H. S. Wrey, Hongkong.  
Centurion, British flagship, 10,500 tons, 14 guns, 9,000 i.h.p., Capt. J. R. Jellicoe, Hongkong.  
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. A. Wintington-Ingram, Hankow.  
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.  
Est, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut. Comdr. C. C. Mackenzie, Ichang.  
Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,000 i.h.p., Lieut. Comr. W. J. Keyes, Hongkong.  
Firebrand, 2nd class gunboat, 455 tons, 4 guns, 3,601 i.h.p., Hongkong.  
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.  
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.  
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Hongkong.  
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4-pounders, 870 i.h.p., Commander W. W. Smythe, Wuchow.  
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Hongkong.  
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. S. G. Douglas, Hongkong.  
Phoenix, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.  
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. J. F. E. Green, Wei-hai-wei.  
Plover, 1st class gunboat, 433 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. O. V. de M. Cowper, Manila.  
Redpole, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Shanghai.  
Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, on the West River.  
Swift, gun-vessel, 756 tons, 2 heavy guns, 4-pounders, 870 i.h.p., Hongkong.  
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.  
Tweed, coast defence gunboat, 363 tons, 3 guns, 400 i.h.p., Lieut. Comdr. H. E. Hillman, on the West River.  
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Hongkong.  
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, Wei-hai-wei.  
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Hongkong.  
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut. Comdr. E. Kelly, Hongkong.  
Waters, coast defence ship, 2,750 tons, 4 guns, 1,100 i.h.p., Hongkong.  
Woodcock, British gunboat, 2 guns, 500 i.h.p., Lieut. Comdr. Watson, on the Yangtze.  
Woodlark, British gunboat, 2 guns, 550 i.h.p., Lt. Comdr. R. A. Norton, on the Yangtze.  
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

## Miscellaneous.

Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong.  
Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Beldeger, Manila.  
Valkyrie, Danish cruiser, 3,000 tons, Prince Valdemar, Hongkong.  
Zenith, Australian cruiser, 2,500 tons, Capt. Ester Montolman, Hongkong.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

## The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.  
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.  
Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.  
Dmitri Donskoy, Russian armoured cruiser, 5,833 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.  
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikoff, at Nagasaki.  
Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikhashevsky, at Nagasaki.  
Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.  
Mandryuk, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.  
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Captain Yenish, at Nagasaki.  
Nayadid, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.  
Otaevan, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coppanoff, at Nagasaki.  
Pamiat Azova, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Niedermiller, en route Singapore.  
Rostia, Russian armoured cruiser, 12,200 tons, 12 guns, 14,500 h.p., Capt. Domojiroff, at Vladivostok.  
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.  
Stichtch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.  
Stisoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Molias, at Nagasaki.  
Stovitch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soulatin, at Nagasaki.  
Vladimir Monakhov, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtsinsky, at Chemulpo.  
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Melchousky, at Nagasaki.  
Vladimir, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulja, at Nagasaki.  
Zabikah, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.  
(1st and 2nd class.)  
Forel, Russian torpedo boat, 23 tons, 1 gun, 20 h.p., 16 knots.  
Juntichichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 21 knots.  
Nevostritski, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.  
Podrovniki, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sisk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Skorpiun, Russian torpedo boat, 23 tons, 1 gun, 120 h.p., 16 knots.  
Sotichich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Sterialdi, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Strass, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sungur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA.

## (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 tor tubes, 1,100 h.p., speed 21 knots.  
Reut, 1st class, Russian torpedo boat, 66 tons, 3 guns, 2 tor tubes 780 h.p., speed 22 knots.  
Suevograd, 1st class, Russian torpedo boat, 66 tons, 3 guns, 2 tor tubes 780 h.p., speed 19.7 knots.  
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
Flagship of Vice-Admiral Alexeieff.  
Flagship of Rear-Admiral F. V. Dubosoff.  
Flagship of Rear-Admiral Reinhold.

## THE FRENCH SQUADRON.

Bengali, 2nd class, despatch-boat, Lt. Comdr. De La Croix de Castries, at Haiphong.  
D'Entrecasteaux, 1st class cruiser, 8,114 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Saigon.  
Denarik, 2nd class, protected cruiser, 4,000 tons, 26 guns 631 h.p., Captain. Philibert, at Kwang-chow-wan.

Sur, Dispatch-transport, Capt. Valldé, at Saigon.  
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Kwang-chow-wan.  
Keranihi, 3rd class cruiser, 1,243 tons, 13 guns, 2,500 i.h.p., Capt. de la Motte du Portail, at Saigon.  
Lion, gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amet, Kwang-chow-wan.  
Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Moter, at Kwang-chow-wan.  
Surprise, gunboat, 627 tons, 10 guns, 860 i.h.p., Capt. Morner, at Saigon.  
Flagship of Vice-Admiral Courrejollès.

## THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Manila.  
Hansa, German cruiser, 6,400 tons, Capt. Pohl, at Singapore.  
Hertha, German cruiser, 6,000 tons, Capt. S. v. Udesdon, at Hongkong.  
Ilia, German cruiser, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. E. Lans, at Canton.  
Irma, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimier, at Nagasaki.  
Jaguar, German cruiser, Captain Kinderling, at Shanghai.  
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gulicic, at Shanghai.  
Flagship of Admiral Fritze.

## THE AMERICAN